

# Chinese Must Own Railroads, Adviser Says

**Demand at Paris for Return of Shantung Line Would Have Exposed Campaign of Japan, Simpson Says**

## Tariff Control Essential

**Economic Expert Declares Nippon Can Easily Find Growing Room at Home**

B. Lenox Simpson, adviser of the Chinese government, at a luncheon yesterday of the China Society given at the Bankers' Club, detailed conditions in the Far East, and said that what is known as the Chinese problem can be solved by applying to China the "same ideas that you apply to every other country."

"For three years," he said, "I have been insisting that the railway is the whole Shantung question, and that once that has been dealt with there will be nothing left to cause conflict between the two powers. Had the Chinese delegates at the Paris conference dropped the rest of the Shantung business and merely insisted upon the retrocession of the railway as being vital to the life of the state, extra-territorial rights as nothing else could have done the whole Japanese plan of campaign. Without railways to penetrate the back country the Chinese seaboard offers no attraction to the Japanese, and would be immediately evacuated."

## Control of Tariff Vital

"There is only one other matter besides ownership and control of all communications that is vital to China today," Mr. Simpson said. "It is the tariff. China must have tariff autonomy. I favor immediately doubling the present 5 per cent import tax and immediately abolishing the existing tariff. This will bring in sufficient revenue to do away with constant borrowing, and will inaugurate what is absolutely essential, freedom within the limits of the republic."

Mr. Simpson told his auditors that the British government is prepared to make an extra-territorial rights in the matter of trademarks and that he had been given to understand that Britain is prepared to take the initiative in the tariff control. He said that in "offering" to retrocede the Wei-hai-wei leased territory to China, provided that all powers within similar leased territories follow an identical policy and execute it at once. The speaker declared that he did not believe any great progress could be achieved in China by political interference, but that it could come through political abstention.

"No board of control," Mr. Simpson added, "would ever work a day in China. The Chinese have no sense of passive indifference superior to any in the world. If they are encouraged and stimulated such is their perseverance and ingenuity that they can create almost overnight a myriad of most fruitful activities. If, on the other hand, they are opposed and oppressed they can become a mass of mud, impervious to every missile."

Mr. Simpson already had pointed out that there has been rivalry between Japan and China for 700 years prior to the war of 1894 and said that Japan triumphed over China in 1894 because she had learned the lesson of Western efficiency more quickly than her neighbor.

Japan has room at home. Discussing the immigration question, he denied that there was any actual necessity for Japan to hold that she should relieve the pressure of her population by emigration as the facts to-day prove conclusively that there is no such pressure. "Korea," he said, "is in Japanese hands, has less than 400,000 Japanese immigrants, or an average influx of 25,000 a year. Forship by Japan has little more than 100,000 Japanese residents. The leased territory in Manchuria and the South Manchuria railway zone has under 90,000 Japanese."

"That is, during two decades Japan has only sent to these regions slightly more than 600,000 people," he said, "and the immigration from the British Isles during a like period we find a figure so vastly superior to this total that it is more than a million. There is no such pressure in Japan. There is in the United Kingdom. Moreover, last year's statistics show that the Japanese increase in population has fallen from 600,000 annually to 380,000. If this diminished birth rate is maintained it will be yet another proof that the cry of over-population is entirely fictitious."

## House Resolution Names Nov. 11 as Legal Holiday

From The Tribune's Washington Bureau  
WASHINGTON, Oct. 31.—Legalization of November 11 as a national holiday was provided to-day by the House, which adopted by a viva voce vote the Johnson resolution.

The resolution was designated as Armistice Day "has been designated as an appropriate time for the ceremonies incident to the burial of the unknown soldier, in order that the people of the United States may pause in their usual pursuits as a mark of further respect to this unknown dead and those whom he represents."

## Friends Honor F. A. Reed

A testimonial dinner, attended by more than 600 persons, was given Friday night at the Hotel Marlborough-Corinthian, by the friends of F. A. Reed, manager of the Hotel Marlborough-Corinthian, who died last night. The principal speaker was Richard E. Enright, of the New York City Hotel Men's Association, was toastmaster.

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# Mrs. Bergdoll Dares U. S. To Oust Her From Home

**15-Day Limit Set to Vacate Mansion Expires; Federal Agents Due To-day**

PHILADELPHIA, Oct. 31.—In spite of the fact that she was ordered by the Alien Property Custodian to vacate her mansion at Fifty-second Street and Wynnefield Avenue by noon to-day, Mrs. Emma C. Bergdoll, mother of the draft dodgers, still resides there and defies the government to put her out. To-day was the last day of the fifteen days' time limit given the mother of Grover and Edwin Bergdoll to vacate the place, as was seized last May by the government, as well as all property held in Grover Bergdoll's name.

Callers at the "castle" this afternoon were informed that Mrs. Bergdoll was "very ill" because of the strain on her nerves.

## Tariff Legislation Demanded Ahead of Rail Funding

**Agricultural Senators, in Conference, Decide to Force Action on Emergency Rates Already Passed by House**

From The Tribune's Washington Bureau  
WASHINGTON, Oct. 31.—New complications faced the railroad credit bill in the Senate to-day when Republican Senators from agricultural states decided at a conference to force the emergency tariff resolution ahead of the railroad measure.

The resolution for extension of the emergency agricultural rates until a permanent measure is enacted has passed the House and is pending before the Senate Finance Committee. That committee will report it out, probably to-morrow.

Emergency agricultural rates will expire November 27, or four weeks hence. Agricultural Senators are becoming anxious lest the extension of the rates be blocked by a filibuster if they wait much longer. For this reason they will insist the resolution for extension be taken up as soon as the tax bill is passed and, if there are indications of long discussion of the beer bill, ahead of the beer bill. In any event, they will not allow the railroad bill to be thrust in ahead of the emergency tariff extension resolution.

Consideration of this resolution is likely to provoke a long fight over the tariff and may serve to bar the railroad bill and the foreign debt funding bill until the regular session in December. Its effect on the beer bill also is uncertain.

Involved in the resolution to extend the emergency agricultural rates is the extension of the tariff on beer. The dye embargo undoubtedly will be extended when the agricultural rates are extended.

At the conference to-day the agricultural Senators decided on a list of tariff rates for the permanent tariff bill which they will advocate before the Finance Committee. These rates are substantially on a level with the emergency rates.

## Taxi Men Cheer Curran, Denounce Hyman Bureau

**Licenses Assailed at Meeting of Owners and Drivers**  
The 500 members of the greater New York Taxi League, who met in Bryant Hall last night, heard much about the injustice and graft which three successive speakers denounced as dominant in the Hyman Bureau of Licenses and in the traffic courts. The chauffeurs sat silent as though listening to an old story, but applauded vigorously when a letter from Henry H. Curran was read.

"New York is to-day, in all probability, the most dishonest city in the world," said John Ullmann, president of the league. "No one who has had anything to do with the license bureau or the traffic court has any respect for anyone who has any part in running them."

One thing is sure—no man who is connected with the license bureau in any way deserves to be re-elected, said Louis Tyroler, counsel for the league. "Curran hits the nail on the head," he points out, "in the bureau, the tolerance of unfair concessions on piers and at hotels, the poor deal you get in the magistrate's court and the needless plant jobs they make."

Mr. Ullmann also pointed out that Mr. Curran has the courage to offer to meet the chauffeurs in the legislature, letting the question go until after election.

Representatives of the Independent Taxi Owners' Association, the Pennsylvania Chauffeurs' Association, the Professional Chauffeurs and Automobile Drivers, Inc., the Superior Taxi Association, the Standard One Rate Taxi Owners and the Black and Cream Taxi Association were at the meeting.

## Army Orders

From The Tribune's Washington Bureau  
WASHINGTON, Oct. 31.—Army orders issued to-day follow:  
Cowley, Capt. M. F., to Camp Meade.  
Rouse, Capt. R. T., to Camp Meade.  
Helm, Lt. H. C., to Fort Belvoir.

## Navy Orders

From The Tribune's Washington Bureau  
WASHINGTON, Oct. 31.—Navy orders issued to-day follow:  
Oliver, Capt. F. L., to Pacific fleet.  
Osterhaus, Capt. H. W., to Hampton Roads.  
Sexton, Capt. W. R., to San Francisco.  
Bristol, Com. A. L., to Washington.

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# Receiver's Sale of Export Firm Adjourned to Nov. 11

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